

Collected, Counted, Bagged, Deposited— It's BART's Money

First you collect it. Then you count it. Next you bag it and finally you deposit it.

What is it? Money, of course, every nickel, dime and dollar of it processed by staff members at BART's Cash Handling Building.

On an average day, 215,000 BART patrons shell out bills and coins to ride the train and reach their destination. Can you imagine the sheer weight of those coins? The coins and bills, plus offsite ticket sales, pay for roughly half of BART's net operating expenses.

The process begins in each of BART's 34 stations, which are fitted with 433 pieces of equipment to make change, issue tickets and add additional fares.

BART employs 15 cash collectors and five armored trucks to collect the cash and coins, which are sealed in special bags, from each station and to return them to the cash building.

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BART EMPLOYEE'S ANNUAL PICNIC

SATURDAY OCT. 14th

10 AM - 5 PM

Castle Rock Park
Walnut Creek

FOOD
SOFTBALL
ARCHERY
CHILDREN'S PLAYGROUND
HORSESHOES
HIKING

DANCING
SWIMMING
VOLLEYBALL
FACE PAINTING
INCREDI-BUBBLE
TETHERBALL
PING PONG

BROUGHT TO YOU BY
BART, BARTSPA, BPMA
BPOA, ATU 155, UPE 790

"Blips" Help Passengers Know When Their Train Will Reach the Station

BART passengers would like to be able to tell at a glance when the next train will reach their station.

Now, thanks to a new BART program being tested at the Fremont and Hayward stations, that at-a-glance-service may eventually be available throughout the BART system.

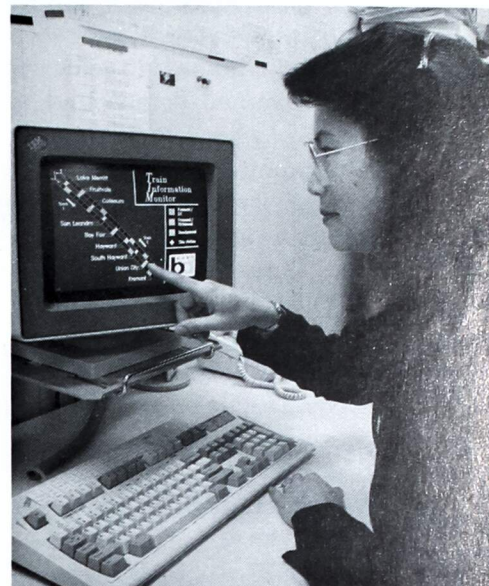
The new service is called Train Information Monitor—TIM, for short. TIM will display on a monitor—similar to your television screen—the location and movement of trains in the vicinity of a station. The monitors will show the trains as colored "blips." The "blips" will move on the screen as the actual train moves between nearby stations. The "blips" are color-coded to match the system maps and brochures available in each station. Information for the monitors is fed directly from BART's train control computer.

Right now the "blips" are moving on 12-inch monitors at the Station Agent's booths at Hayward and Fremont as the new program is evaluated. If the demonstration is deemed a success, large monitors will be installed in station concourses.

Games Go from A to V At BART Employee's Picnic On Saturday, October 14

BART's traditional employee's picnic will be held on Saturday, October 14, at Castle Rock Park in Walnut Creek from ten in the morning until five in the afternoon.

The event is planned as a true family fun time, with games and competitions for youngsters and teenagers and adults. As usual, there will be plenty of food.



BART Station Agent Janet Howard demonstrates the new Train Information Monitor, now being tested for possible future use in all BART stations. "Blips" indicate the position of trains and allow waiting passengers to estimate train arrival times.

If a passenger wants to know when the next train is due, a station agent could say, "Just ask TIM!"

The new program was backed by Chief Transportation Officer William Fleisher and Ray Peters, head of Station Operations. Rocky Green, formerly with station operations and now with rail operations, was involved in the program's initial design stage. Rick Blake, Field Services Supervisor, wrote the software program, drew up the specifications for the hardware and is coordinating the project. No outside contractor was required.

BART General Manager Frank J. Wilson encourages all BART employees, current and retired, to attend the picnic, "I am looking forward to joining this tradition," Wilson says, "and I'm looking forward to meeting many of you in this relaxed setting."

The list of games runs the gamut from archery to volleyball, with ping pong, face painting and softball somewhere in between.

The BART employee's picnic is sponsored by the District, BARTSPA, BPMA, BPOA, ATU 155 and UPE 790. Chairman of this year's event is Alex Zermeno of the Human Resources Development Department.



Mary Ann Pinguell, owner of Mary Ann's sandwich shop near BART's LMA, remembers the day in March when her husband, Jose, was injured in a vehicular accident. Julie Yim and Brenda Blue of Affirmative Action who were just leaving work, and a concerned citizen who lives across the street, saw the accident take place. A truck ran a red light and smashed into Jose Pinguell's car. Pinguell's face was badly torn. Yim, Blue and the citizen immediately called an ambulance and the police and informed Mary Ann Pinguell of the accident. "If it weren't for them, if they hadn't acted so fast, my husband's face wouldn't have healed as well," she says. "I owe all three of them a big thanks," she adds.

♦ ♦ ♦

Gus Ongsiaco, a 20-year BART veteran, has been promoted to the post of senior cost engineer in Capital Program Control.

♦ ♦ ♦

Do you have extra copies of the 1987/88 BART Annual Report that you don't really need? The Public Information Department at LMA-1 would love to have them back. Give Vicki Wills a call on 7115.

♦ ♦ ♦

"How could you do this to me?" laments Bob Garrison, Project Manager for BART's Dublin/Pleasanton extension. In its July issue, BARTalk mistakenly identified Garrison as an employee of Bechtel. "I really do work for BART," Garrison points out.

♦ ♦ ♦

Lillian Young has been promoted to Supervising Project Engineer in the Extensions Department. She will assist project managers in the over-sight and coordination of consultant and staff engineering work on BART's four extension projects.

♦ ♦ ♦

Dick Kalman has "earned his wings" with a promotion to Supervisor of the Operations and General Training Section of the Employment Development Department. Dick joined BART in June, 1987, as a training specialist. Before that he worked as Manager of Training for World Airways, with responsibilities for training flight crews, flight attendants, reservation agents and maintenance personnel.

♦ ♦ ♦

Thomas Mulligan, who helped develop and supervise BART's fiscal systems, died



Roy Baxter, center, Grounds Foreworker for BART, is shown with participants in the grounds maintenance project, part of the Summer Youth Jobs program. Baxter supervised the work of the young men during the summer and hosted them to a lunch at the On-On restaurant in Oakland at the end of July. "They're happy when they're working hard," Baxter says of the youths. Also taking part for BART in the maintenance project were Charles Madsen and Jesse Perez.

recently in Santa Maria. He retired from BART last December. Mulligan co-authored a musical comedy, a spoof on the very systems with which he worked. The show was produced at colleges in Southern California.

♦ ♦ ♦

BART maintenance worker Mel Brooks literally runs for fun. At 48, Brooks competes with runners in his age group and in July ran a leg on the U.S. gold medal-winning 1,600-relay team at the eighth World Veterans' Championships held in Oregon. "There was a lot of emotion when they presented the medals," Brooks told reporter Jay Heater of the West County Times. "You couldn't help but get tears in your eyes," Brooks said. He already has his eye on the next World Veterans' competition, scheduled for 1991 in Finland.

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Donald Fisher, a Power and Way Maintenance Controllor, died September 9 at Kaiser Hospital in Martinez. He was 54. Fisher joined BART in 1971, the year before the System's first revenue passenger walked through the turnstile.

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Approximately 100 people attended the BART Vehicle Auction in August. Al Verduzco was the official auctioneer with the assistance of Ruth Bennett, Anna Wong, Ed Colossal and Tom Smith. A total of 50 bidders participated in the auction, generating \$10,350 in bids.

BART Retiree Goes Underground In Moscow

Frank Virgadoma, who retired early last year after ten years with BART's Reliability Engineering Division, went underground on a recent trip to the Soviet Union. He and his older brother Michael, who lives in Pasadena, rode the subway in Moscow and Kiev during their four-city tour.

"The stations are very clean and impressive with lots of decorations," Virgadoma says, "including statues of Lenin in every station." The cars, equipped with four doors on each side, are hot and noisy, Virgadoma says, but the trains run at intervals of 1.5 and 1.75 minutes during peak periods.

Virgadoma could hardly believe the length of the escalators. "They're three times as long as the BART escalators in San Francisco and they move very quickly with tremendous loads of people," he says.

The Soviet people were friendly and helpful, Virgadoma says. "A schoolteacher in Kiev spoke excellent English and helped my brother and me figure out how to get to our destination," he recalls.

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Dolores Kan proudly displays her BART Police Captain's badge and receives the congratulations of Chief Harold Taylor. Kan is the first woman at BART to earn the coveted Captain's title. She joined BART's police force in March, 1978.



Crowds like this one, arriving at the Oakland/Alameda County Coliseum for a recent A's - Yankees game, helped boost BART's average weekday patronage in August to 219,246, on all - time high for the District.

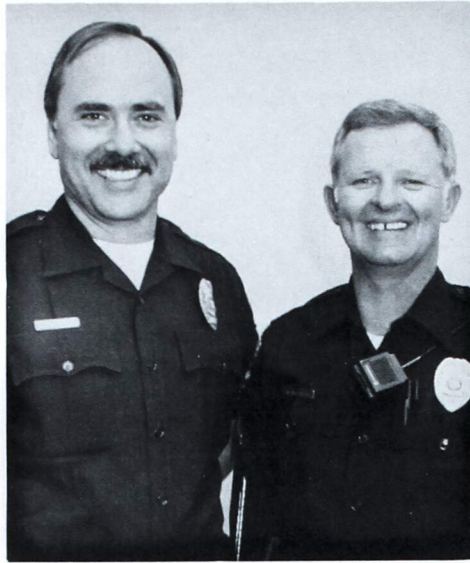
Bart's Level For Ridership Reaches All-Time High In August

More people are riding BART trains than ever before in the District's 17-year history of revenue service.

BART's average weekday patronage during August reached 219,246, surpassing the previous record set during April, 1985, when the average weekday ridership was 216,285.

Total BART patronage for August reached 5,654,385 trips, the highest monthly total ever recorded. August's all-time high patronage record exceeded by 246,820 the previous record set in October, 1985, when 5,407,565 trips were recorded.

Sporting and entertainment events at the Oakland/Alameda County Coliseum



Officer Michael McLucas, at right, was commended recently for his work as Tactical Officer during the spring term of the Police Academy at Los Medanos College in Pittsburg. Smiling alongside McLucas is Sgt. Arden Perkins, who was the first BART Police Officer to serve as Tactical Officer at the Academy.

Just a reminder

To get all your "goodies" together for BART's Annual Christmas Faire to be held December 14 and 15 at the Plaza level of BART's Administration Building. Remember this is **only** for BART employees and their families, and items are to be homemade arts, crafts and bakegoods. For reservations and information, contact Vicki Wills, ext. 7115.

during August helped contribute to the record-breaking patronage. The A's played nine home games in August on their way to the American League Western Divisional title and almost 100,000 trips to and from the Coliseum were made on BART.

More than 20,000 trips on BART were by football fans on August 16 to see the Houston Oilers beat the Los Angeles Raiders.

Two other events at the Coliseum in August helped boost BART patronage, "The Who" concerts at the end of the month and the week long performances of Ringling Bros. and Barnum & Bailey Circus.

So far this fiscal year, which began on July 1, nearly 11 million trips have been made on BART, about an 8.5 percent increase over the July and August of 1988.

BART's on-time train performance for August was 98.4 percent and its on-time patron performance reached 97.3 percent. These levels of performance exceeded the District's forecasts.

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The coins are run through specially-designed machines that sort and count them, but most of the bills must be properly aligned by hand and placed in "stacks," which can be fed into a unique machine—called a CVCS, currency verification counting system—which sorts the bills by denomination and counts them.

A few ticket-and-change machines in some BART stations have the capability now to stack bills into special internal containers. The locked containers are removed from the machines, returned to the cash building and fed directly into the CVCS, eliminating the need for hand alignment and stacking.

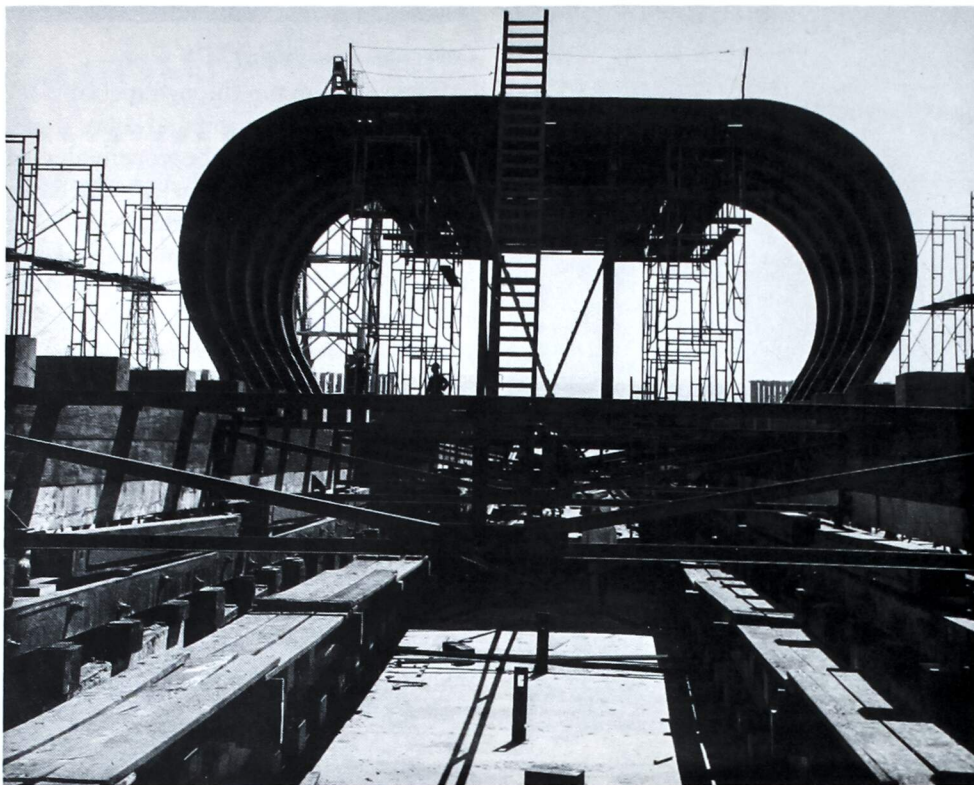
The CVCS was developed for the Federal Reserve System and for more than ten years it could not be used by any other entity, public or private. Because BART uses a CVCS to verify and count its currency, it can make cash deposits directly to the Federal Reserve and receive instant credit on its commercial bank accounts. This procedure increases the amount of interest that BART can earn on money that is not invested or paid out immediately.

BART's cash-handling operations are part of the Treasury Division, headed by Bill Gault, whose duties include investing District funds not required to be paid out immediately. Heading the cash-building operations is Stan Eng. The Division employs 66 men and women.

In the future, BART patrons may be able to use credit cards to buy tickets, but there will always be plenty of cash around that has to be collected, counted, bagged and deposited.



Happy Halloween!



Almost 48 feet across at its widest point and 24 feet high, this steel structure now lies on the floor of San Francisco Bay, part of the Transbay Tube through which BART trains carry more than 100,000 patrons every day during the week. The structure is part of one of the 57 sections of tubular steel and reinforced concrete that make up the 3.6-mile Tube, still considered a major engineering achievement. The Tube was opened to revenue service on September 16, 1974.

A Breeze to Ride, A Bruiser to Build: BART's Transbay Tube Marks 15 Years of Service

It takes about 12 minutes to ride under the Bay from BART's Embarcadero Station in San Francisco to its 12th Street Station in downtown Oakland.

It took nearly ten years to build the 3.6-mile Transbay Tube to carry BART patrons back and forth on the floor of the San Francisco Bay. That's counting actual construction time. Before the actual start of construction, roughly six years were required for engineering studies and design.

And long before the first seismic studies got underway in 1959, engineers had dreamed of building an underwater tube beneath the bay to link San Francisco and Oakland. The famed builder of the Panama Canal, George T. Goethals, proposed such a connection in 1920.

Now, 15 years after the Tube was opened for passenger service on September 16, 1974, the total number of patrons crossing the Bay

through the Tube has reached more than 345 million, roughly eleven times the population of California. During 1975, its first full year of operation, patronage through the tube amounted to 13,618,777, almost 44 percent of all BART patronage that year.

The Transbay Tube has been in continuous operation since 1974, except for three months early in 1979, following a train fire in the tube on January 17. Service was resumed on April 15.

The fire accelerated the implementation of an already prepared major fire-safety program throughout BART's system, including the refurbishing of all of the District's transit cars with fire-resistant materials.

The Transbay Tube was recognized—and is still so regarded today—as a major engineering achievement. It consists of 57 sections of tubular steel and reinforced concrete, each one averaging 330 feet in length. The tubes contain two trackways separated by a utilities tunnel and an exhaust air shaft. Since 1981, the tube has contained a fiber optics cable for PacBell, under a lease agreement with BART.

The tubes were completed at a shipyard on the East side of the Bay, towed into position and sunk into a trench on the floor of the Bay. Divers aligned the sections, which were then welded together. The



Don't be fooled by the Dallas Cowboys t-shirt. This young man's favorite game—aside from fielding a hot dog—was baseball on BART Nite at the A's in July. Winners of a KYA-KSFO drawing received two free tickets and a place in line at a special buffet. The A's did their part that night—they beat the Baltimore Orioles.

deepest of the sections lies 135 feet below the surface of the Bay, roughly the same number of feet in a 13-story building.

The 57th tubular section was placed into position in April, 1969. Inner linings were completed, the two trackways were laid, utilities installed and the sections were covered with gravel and dredgings. On August 10, 1973, the first non-revenue train crossed beneath the Bay from Oakland to the Montgomery Street Station in San Francisco.

There is no doubt that building the Transbay Tube was the most challenging engineering and construction phase of BART's history. That's quite a lot to say, considering the innovative and unprecedented nature of the entire system. The Tube cost \$180 million, in 1970 dollars, and its construction contract was the largest single contract awarded by BART at that time.

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BARTalk

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